MINUTES OF THE MEETING OF THE COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., APRIL 26, 1932.

The ninth meeting of the Commission of Fine Arts during the fiscal year 1932 was held in its office in the Interior Department Building on April 26, 1932. The following members were present:

Mr. Moore, Chairman,
Mr. Winter,
Mr. Cross,
Mr. Weinman,
Mr. Swartwout,
Major Clarke,
and Mr. H. P. Caemmerer,

Executive Secretary and Administrative Officer. There were also present Mr. James L. Greenleaf, consulting landscape architect of the Arlington Memorial Bridge Commission and Mr. Wm. Mitchell Kendall of the firm of McKim, Mead and White, architects of the Arlington Memorial Bridge. The President having appointed Major Gilmore D. Clarke, landscape architect, a member of the National Commission of Fine Arts, effective April 21, 1932, the members of the Commission welcomed Major Clarke into the fellowship of the Commission.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the Meeting held March 25 and 26, 1932, were approved.

2. COLUMBIA ISLAND DEVELOPMENT: The Commission gave careful consideration to a plan submitted by Colonel Grant on the development of Columbia Island with letter dated April 16, 1932, as follows:

Dear Mr. Moore:

Complying with the request of your letter of April 6th, I am pleased to inclose herewith, a blue line drawing upon which has been indicated in red pencil, the proposed road system, so far as it has been worked out, for Columbia Island. While not all of the roads of the system as indicated have been finally decided upon and approved by the various interested bodies, those shown are the

ones which have had the most recent consideration by the engineers and landscape architects of my office.

Very truly yours,
(Signed) U. S. Grant, 3d,
Lieut. Col., Corps of Engineers, U. S. A.

Mr. Moore said the Mount Vernon Highway was cut through the circle on Columbia Island and that he is disturbed about the arrangement of the roads on the island. Major Clarke asked about the traffic situation. Mr. Moore replied that the traffic has taken a different route from what was expected. Major Clarke made a suggestion for a circulatory motion around the plaza as a whole and Mr. Moore asked why that could not be done. Mr. Greenleaf said he also agreed with Major Clarke on this. Mr. Greenleaf then said the whole park system should be studied because unless it is properly handled now there is going to be a whirling tangle of traffic which will cause much trouble. Mr. Moore suggested that some general principles should be evolved. Mr. Greenleaf said that according to the original scheme this road was not to be an artery of traffic but a dignified entrance into the Arlington National Cemetery. The traffic should be diverted back of Arlington on to the Key Bridge and that bridge and the Highway Bridge should carry the traffic. Mr. Moore said the Arlington Bridge and Columbia Island are a part of the park system of the District of Columbia. Mr. Greenleaf was in accord with this and further objected to the Lee Boulevard crashing down the hill and conveying traffic from the West through this scheme which should be kept dignified and quiet. Mr. Moore said the road to Arlington could be depressed and crossed in a number of places but it has got to be done now. Major Clarke suggested granite posts for the Memorial Avenue, with chains, to divert traffic. Mr. Swartwout said something moveable would have to be used to accommodate processions, etc. Mr. Moore asked Mr.

Greenleaf if we could not say to Colonel Grant that the fundamentals are so and so and could not they be carried out. Mr. Greenleaf said the main thing is the big scheme handled quietly and in a dignified manner. Furthermore, it must be decided now because two or three years hence when it is desired to put in the scheme, they will say, why move a perfectly good road? He said there should be a careful study of grading on Columbia Island so as to make pleasing contours that will fit into a good planting scheme. Mr. Moore said he had told the Roosevelt Memorial Association that they ought to have a plan for Analostan Island prepared and then adhere to it lest Congress will want to put all sorts of buildings on the island. Mr. Greenleaf called attention to the plan to have a way of access provided to Analostan Island from Columbia Island and also from the Virginia shore. He said a bridge would have to be more than a footbridge 12 feet wide--it would have to have some importance in order to be consistent with the memorial. Mr. Moore said the island should be treated as part of the George Washington Memorial Parkway.

The Commission emphasized the importance of recognizing the main features of a general plan that should govern in working out a design for Columbia Island and adjacent regions, namely, the Arlington Memorial Bridge with its approach to Arlington, the cross-arms on Columbia Island Plaza (where the end circles have been planned to be about five feet lower than at the center of the plaza), the Mount Vernon Highway connection southward from the plaza; on the north, the connection with Analostan Island and the Virginia shore parkway.

Mr. Moore again called attention to the roadway extending along the east side of Arlington Cemetery and said indications are that the road will have to be maintained for several years but that it could be depressed. As for the Lee

Highway connection, he felt as does Mr. Greenleaf that a simple paved roadway connection on the north side of Arlington (a dirt roadway being there now) should be sufficient at this location as a roadway to Fort Myer and that it would be more desirable to have the Lee Highway connection come by way of the Key Bridge, and on the south side of Arlington Cemetery by way of the Highway Bridge. Above all, no trestle as was proposed should be allowed to extend from the hills of Arlington down towards the river.

Mr. Kendall took part in the discussion later in the day. He was much concerned about the cut in the appropriation which the House of Representatives had made in the Arlington Memorial Bridge item from $840,000 to $340,000 and $20,000 for personal services. He said it makes it impossible to develop the memorial avenue this year. The Commission likewise regretted the cut in the appropriation. The Commission considered features in connection with the memorial avenue and in this connection called attention to the hedge in the gardens of Versailles. It is planned to build the main entrance to Arlington National Cemetery.

The Commission decided to refer the matter to Major Clarke for consultation with Mr. Greenleaf and Mr. Kendall as to a general plan for Columbia Island, including consideration of the adjacent area on both sides of the river between the Francis Scott Key Bridge and the Highway Bridge for report and recommendation at the next meeting of the Commission the latter part of May. A report was sent to Colonel Grant on Columbia Island. (Exhibit A)

3. BUS TERMINAL: Mr. T. Yancey Milburn, architect, of Washington, D. C., presented a design for a united bus terminal at the site of the old Metro-

politan Hotel between 6th and 7th Streets on the north side of Pennsylvania Avenue, with letter as follows:

April 25th, 1932.

National Commission of Fine Arts,
Interior Building, Washington, D. C.

Gentlemen:

We submit herewith for the United Terminals Inc. sketches for a Bus Terminal and business building to be constructed in square 460, lots 8, I, II, 6 D, E, F, G, H, fronting on Penna. Avenue and running thru to "C" St.

The building originally planned was to be constructed to a height of sixty feet, however, the condition of the financial markets has made it mandatory that the building be reduced at this time and only that part as shown in the sketches be constructed immediately.

These sketches have been approved by the Public Utilities Commission; Zoning Officer; and Building Inspector for the District of Columbia.

It is therefore respectfully requested that your approval be given for this project.

Very Respectfully,
(Signed) T. Yancey Milburn-Architect

Mr. Milburn said 140 feet of the building will be on Pennsylvania Avenue, 139 feet on C Street, and 60 feet on 6th Street. He said they had projected a building 60 feet in height and a court running transversely of the building, but his client was not able to finance a project that large but is able to finance a 30-foot limestone building. They hope to complete the building eventually when financial conditions better themselves, and are designing the building in order to carry 250 hotel rooms above and parking space in the rear. The ground on which the building will stand comprises 20,000 square feet and is worth about $600,000 or $30 a square foot; therefore, a building on such costly land has to have something besides its essential purpose in order to

make money. For that reason, he believed that ultimately a hotel would be put in but that at present the hotel men could not consider the proposition. He said they are prepared to build right away but have to give 30 days' notice to all the occupants of the present buildings and then there is a 30-day job of wrecking after that, so the sooner he could get an approval and send out the notices the better it would be.

The architect members of the Commission inspected the design. Mr. Greenleaf said the stone piers seemed a little narrow to be supporting such a very heavy band of masonry overhead. The architect said he had considered this but had done the best he could since there has to be so much show-window space for the stores which will be on the Pennsylvania Avenue side. There will be no show-window extensions. The waiting room will be 164 by 73 feet. Buses will load and discharge passengers at the bus terminal every minute of the day. Mr. Cross suggested making the stone piers at the end a trifle thicker, which would give more of a masonry feeling. Mr. Moore suggested letting the flanking buildings be the support and just as much window space as possible be made available. Mr. Cross and Mr. Swartwout said the Empire State Building gives a good impression in spite of the large amount of glass on the first floor because it appears as though the construction goes down in back of the show windows. It was suggested that this be done with the bus terminal. The architect said there is a fire regulation in the District of Columbia that requires 16 inches of stone or brick next to the adjoining building.

The Commission suggested using wide metal strips with narrow stone piers. The Commission tentatively approved the design and asked the architect to present a revised sketch at the next meeting. (Exhibit B)

4. NAVAL HOSPITAL DEVELOPMENT: The Navy Department through the Allied Architects of Washington submitted a further study for the Naval Hospital development. The plan presented was a perspective designed by Mr. Earle S. Draper, consulting landscape architect, for the treatment of the buildings and grounds with terraces, sloping southwards towards Constitution Avenue. A brief statement was presented by the Allied Architects with the plan, as follows:

April 26, 1932.

MEMORANDUM TO THE FINE ARTS COMMISSION

Re: Naval Hospital

"Presented herewith for consideration are landscape plans; and a bird's-eye perspective from the Southeast.

"The design of the buildings has been developed along lines discussed and approved at previous meetings of the Commission. The working drawings are now one-half completed, and will be submitted at a later meeting if the Commission desires.

"The southerly terraces constitute the immediate problem which must be settled in order to avoid delay in the development of this project."

THE ALLIED ARCHITECTS
of WASHINGTON, D. C., Inc.

Mr. Delos Smith, Mr. Flournoy, and Mr. Partridge of the Allied Architects and Mr. Southworth of the Navy Department were present during the discussion. The Commission gave the plan very careful consideration, during which attention was called to the development for the National Institute of Health to the west of the Naval Hospital grounds and to the proposed Constitution Avenue development and the American Pharmaceutical Association Building along Constitution Avenue. The Commission recommended that the height of the lowest wall which runs parallel to Constitution Avenue be increased from five feet to as much as fifteen feet and that ramps replace the steps shown in the plan. Also further study should be

given to the Twenty-third Street side so as to harmonize with the terraces.

The Commission requested that a revised study be submitted at the next meeting of the Commission, embodying these suggestions and including studies of the hillside as seen from the platform of the Lincoln Memorial and the Arlington Memorial Bridge. A report was sent to the Secretary of the Navy accordingly. (Exhibit C)

5. MURAL PAINTING FOR FEDERAL BUILDING, MIAMI, FLORIDA: Under date of April 11, 1932, Mr. Louis A. Simon, Chief of the Architectural Division of the Treasury Department, submitted a sketch for a mural painting to be placed in the Federal Building at Miami, Florida, with letter as follows:

Dear Mr. Moore:

I am sending with this, the sketch for the mural painting about which I spoke to you over the telephone. Would you be good enough to get an informal opinion from the Commission in regard to it?

In explanation I may state that the painter is recommended by a private architect who is designing the Miami Federal Building. The name of the painter is Mr. Denman Fink, of Coral Gables, Florida.

Very truly yours,
(Signed) Louis A. Simon

The sketch was brought to the particular attention of Mr. Winter, who said the tonality of the sketch is good and the figures and silhouettes on the right-hand side are quite acceptable, but the artist has rather shifted his center to the left-hand side and with the canopy in the center there are thus too many climaxes. The Commission concurred in the criticisms of Mr. Winter and advised that a re-study of the sketch should be made with the canopy left out, and a drawing made to scale of the setting of the mural. Also the Treasury Department should state what kind of material is to surround

the panel. The painting will measure 10 by 24 feet. A report was sent to Mr. Simon. (Exhibit D)

6. AMERICAN RED CROSS LANDSCAPE PLAN: Mr. Noel Chamberlin submitted drawings showing his landscape design for the Red Cross court in conjunction with the Jane A. Delano Memorial. He said that without the wall on D Street it will be necessary to have a scoop in the center of the court, and further the garden will belong to the public whereas with the wall it would be secluded. However, he said he understood it was too expensive to have the wall. Mr. Moore asked why it was necessary to have so much parking space, which seriously interferes with the proper landscape treatment of the court, and Mr. Chamberlin explained that the parking space was not especially for Miss Boardman's car and another person's but two ambulances are kept there. Major Clarke asked about the planting behind the memorial and was informed that the planting is to be simple and of even texture without pointed tops--rhododendrons may be used. Mr. Moore suggested holly because rhododendrons have a way of petering out in the shade. Mr. Weinman suggested Japanese holly, which Major Clarke thought would be very good. Mr. Chamberlin said the walks will be of yellow gravel, edged with stone, which would give a nice contrast with the green grass. The Commission, however, preferred flagstones. Mr. Clarke suggested strengthening the cross walk by making it wider, setting the trees farther apart and using some low planting at the sides of the walk. Mr. Chamberlin said he thought this could be done and yet hide the ventilating shafts which come up at the side of the walk. For the main trees Major Clarke thought lindens would be good as Mr. Chamberlin had suggested. Mr. Weinman asked if there are to be any seats and he was informed that according to this plan there would not.

A report was sent to Mr. McClintock, Vice President of the American Red Cross, who was present during the discussion. (Exhibit E)

7. JANE A. DELANO MEMORIAL: Dr. R. Tait Mckenzie, sculptor, submitted a sketch model of the figure for the Jane A. Delano Memorial. He said the memorial had started out as a tribute to Miss Delano with a bas-relief of her on a panel but it was afterwards extended to be a figure and background which would be a memorial to all the nurses. Then there came up the question of a uniform for the figure which would not get them into trouble with the different orders of nurses and it was concluded it would be necessary to have a figure symbolical of nursing and compassion, the head-dress being typical of all the organizations of nurses but the draperies non-committal. Dr. McKenzie said the figure would be about five feet high--the material white granite. Mr. Swartwout thought some kind of niche would be necessary as a five-foot figure would look small out-of-doors against the stone background, or that the figure would have to be raised a little. Mr. Weinman suggested that the contour of the figure as seen from the front be made a little more interesting, such as by having wind blowing in the draperies. The Commission thought the side view was very nice but agreed with Mr. Weinman that the front view needed to be made more interesting. Miss Clara Noyes, Chief of the Department of Nurses of the Red Cross, who was present, said no cross should appear on the head of the figure. Furthermore, it seemed to Mr. Weinman that the figure was too static and ecclesiastical and he advised re-study for either a five-foot figure in a niche or a seven to ten foot figure without a niche. The folds on the breast of the figure were such as to seem to form a cross. Mr. Weinman said this would have to be re-studied so as to eliminate such an indication from the design. He also thought there should be a little more play on the shoulders. The Commission concurred in

the criticisms of Mr. Weinman and a report was sent to Mr. McClintock.

(Exhibit E; see also E-1)

8. TRAFFIC SIGNS FOR THE MOUNT VERNON HIGHWAY: Mr. Thomas H. MacDonald, Chief of the Bureau of Public Roads, Department of Agriculture, submitted models of traffic signs prepared for the Mount Vernon Memorial Highway with a letter, dated April 21, 1932, as follows:

Dear Mr. Moore:

With reference to the Mount Vernon Memorial Highway it will be necessary to erect a large number of informational signs for the guidance of traffic.

We have given considerable thought to the character of the signs for this purpose. As you perhaps know, standard road markers and signs as adopted by the American Association of State Highway Officials are universally used on State highway work. The shape of these signs for informational purposes is either square or rectangular. The lettering is of the block type. While these signs are highly efficient we do not consider the shape or the style of lettering to be sufficiently graceful to be used on the Memorial Highway where a studied effort has been made to produce a pleasing effect by elimination of all hard lines. We have therefore decided to use signs of Colonial design and inasmuch as the Memorial Highway will constitute a unit of the George Washington Memorial Parkway it is considered that the appearance of these signs would be enhanced by stenciling an outline of the head of George Washington on the sign near its top, or in lieu of the stenciled outline affix a bronze medallion of the head of George Washington to the sign. It is our belief that the use of the medallion is preferable to the stenciled outline.

A model of the medallion has been made. It is 7 inches in its longest dimension, 4 inches in greatest width and will project three-quarters of an inch from its background. It is proposed to have approximately 250 of these medallions cast at the Naval Gun Factory in this city to insure a high quality of the finished product.

I am submitting herewith a model of the proposed medallion and would appreciate an expression of opinion from you as to the merits of this design for the intended purpose and the procedure for securing them.

Very truly yours,
(Signed) Thomas H. MacDonald,
Chief of Bureau.

Mr. R. E. Toms, Chief of the Division of Design of the Bureau of Public Roads, represented the Bureau during the discussion. Mr. Toms said that the American Association of State Highway Officials has adopted a standard roadway sign, which is used for the guidance of traffic on state highways but they did not feel this was the proper sign to use on the Mount Vernon Highway where they wish to eliminate all hard lines. For that reason they thought a colonial design would be more appropriate. Since this is the Mount Vernon Highway it was also thought appropriate to have a bronze medallion or a stencil of the head of George Washington at the top of the sign. Mr. Toms presented a model of the medallion, which Mr. Weinman inspected. Mr. Toms described the provisions for preventing the bronze medallions from being stolen. Mr. Swartwout believed that in spite of all the precautions the medalliors would be stolen, and the Commission concluded the head should be stenciled in black with a black oval outline. Accordingly the Commission interposed no objection to showing a profile of the head of George Washington on the sign if it is well designed. Mr. Toms said the signs, of which there will be 150-175 of the large ones and about 75 of the small ones, are to be made of wood. The small sign, which will be beveled, will be placed on display in parking areas where traffic will be so slow that it will be possible to get legibility even though the sign is small. There will be "no parking" signs and signs at places of interest along the highway, as at Four Mile Run, etc. They wish, however, to hold the number of signs to a minimum.

Mr. Moore said there will have to be more study regarding the lettering. Major Clarke wondered if it would not be necessary to mark the highway, indicating what it is called; he also pointed out that the sign is too square in appearance. Mr. Weinman said he agreed with Major Clarke that the sign is too

square, that it looks neither long nor broad. Mr. Swartwout said this sign goes back to the old Colonial mirrors which were always flatter at the bottom. Mr. Weinman also thought there was too much curve and felt that the boards on the sides did not look well when there is no merging motif at the top and bottom. He also believed it would be much better without the Washington head but the other members of the Commission were pleased with the stencils.

Mr. Moore asked what kind of post they intend to put the sign on and he was informed that there will be a single square upright. At the entrance to the highway there may be erected a special sign on two posts, carrying general information regarding traffic. Mr. Moore asked if they should not put something on the post to carry out the colonial idea and Mr. Swartwout also suggested that the post be made a little more distinctive. The project was given general approval with suggestions. A report was sent to Mr. MacDonald. (Exhibit F)

9. FREER GALLERY OF ART PLANTING PLAN: A letter was received from Mr. John Lodge, Curator of the Freer Gallery of Art, dated April 21, 1932, with which he submitted a landscape plan for the treatment of the grounds, as follows:

My dear Mr. Moore:

Many thanks to you for sending me Colonel Grant's letter of March 21st. I am keeping a copy of it and returning the original herewith.

It has been both kind and public-spirited in you to take so much trouble about the various questions involving the grounds surrounding the Freer Gallery, and I am not only personally but also officially most grateful to you.

You may tell Colonel Grant if you please, --- or I will communicate with him if you prefer, --- that I shall be glad to receive official permission to plant a privet hedge around the Gallery and maintain this hedge, as well as the land inclosed within it, at the Gallery's expense; Mr. Freer, as you know, having provided ample funds for such purposes. My own impression is that it would be better if Colonel Grant could, as he himself suggests, "assign a certain amount of the ground to the Freer Gallery itself for custody and maintenance," with the understanding, however, that the Gallery would not be expected to

furnish police protection. In this connection, therefore, I enclose a drawing which shows the area which under present circumstances would be occupied by the proposed hedge and the land inclosed by it. You will notice that the necessary shifting of a path is indicated in this drawing, as well as the positions of certain trees yet to be planted, if the authorities permit, according to Mr. Platt's plan. Since access to the area inclosed by the hedge should be easy for those entitled to enter, I have shown in the drawing two gates near the South Entrance to the building. I assume, furthermore, that there will be no objection to the erection of a temporary wire fence to protect the hedge until it gets a fair start; but I suppose all such details should receive official sanction.

The foregoing, I think, answers Colonel Grant's first question in the last paragraph of his letter. As to his final question, I can only say that irrespective of whether the fence planned by Mr. Platt is ever set up around the building, I shall always be glad to have the hedge.

With renewed thanks and best regards, I am
Sincerely yours,
(Signed) J. E. Lodge, Curator.

The plan with letter was referred to Major Clarke, together with a copy of the letter from Colonel Grant for his recommendations and report. (Exhibit G)

10. LAMP STANDARDS FOR EXTENSION OF THE UNITED STATES CAPITOL GROUNDS: At the request of Hon. David Lynn, Architect of the Capitol, the Commission inspected a model designed by Bennett, Parsons and Frost for a lamp standard for the extension of the United States Capitol grounds. The Commission were not at all pleased with the design and advised re-study. The finial seemed entirely too long and the aluminum pole quite ordinary. The Commission felt that such a lamp post would detract from the standard lamp post originally designed by Mr. Francis Millet and afterwards modified for double light lamp standards by Mr. Henry Bacon, for use in street lighting in Washington. The Commission suggested that the "Millet" and "Bacon" lamp post design be used as a basis for further study of this project. (Exhibit H)

11. AIR MAIL FLYER'S MEDAL OF HONOR: The Air Mail Flyers Service, Post Office Department, requested advice of the Commission of Fine Arts as to a medalist to design an Air Mail Flyer's Medal of Honor, by letter dated March 9, 1932, as follows:

Gentlemen:

I have received your letter of March 9, with reference to the sketches submitted by this office for an air mail flyer's medal of honor.

In accordance with the requirements covering the execution of work, it is our understanding that we could not arrange with any one medalist to execute the design for this medal, but that it would be permissible for us to set the amount, to include creation of the design and preparation of casts, obverse and reverse, and to invite, say, three medalists to submit a design, which after your office had been given an opportunity to pass upon the same, could be accepted, if satisfactory, and the necessary casts and die made.

If you will be so kind as to suggest the names of three medalists, this office will be glad to communicate with them.

Very truly yours,
(Signed) W. Irving Glover,
Second Assistant Postmaster General.

The Commission felt it very desirable to know definitely whether one medalist should be recommended or whether it is necessary to have a competition--which could be conducted by the submission of photographs of executed work, say among three artists. The Secretary stated that he expected to take the matter up with the Office of the Comptroller General of the United States to ascertain whether he would allow the selection of an artist for the production of this medal without competition. (Exhibit I)

12. AMERICAN PHARMACEUTICAL ASSOCIATION BUILDING: The Commission gave further consideration to the question of location of the American Pharmaceutical Association building on the square along Constitution Avenue between 22nd and 23rd Streets. The Secretary called attention to the fact that the

National Capital Park and Planning Commission had decided the building should be constructed on a line with the National Academy of Sciences building whereas Mr. Pope had suggested placing his building a few feet in front of the Sciences Building. The Commission agreed that this was a matter which Mr. Pope and the National Capital Park and Planning Commission could decide when the pending legislation is enacted by Congress for the closing of Upper Water Street. The Commission again urged the necessity of using white marble for the exterior of the building.

The Secretary stated that on April 25, he attended a hearing of the Sub-Committee of the House Committee on the District of Columbia, which has the legislation now under consideration. A favorable report by that committee is expected in a few days. (Exhibit J; see also J-1)

13. FOLGER SHAKESPEARE LIBRARY: In company with Mr. Alexander B. Trowbridge, consulting architect, the Commission inspected the new Folger Shakespeare Library, which was opened to the public on April 23, 1932. The building was designed by Dr. Paul Cret and the Commission recognized the excellence of his work. In design the exterior of the building is somewhat modern[redacted] but was designed as a building which should be considered of the classical order in view of the fact that several groups of sculpture illustrating scenes in the plays of Shakespeare, the work of John Gregory, sculptor, are shown on the facade of the building. The rooms of the interior of the building on the contrary resemble those of the Elizebethan period. These consist primarily of a large museum room, a library reading room and a small theater of Shakespeare's time.

14. TOMB OF THE UNKNOWN SOLDIER: The Commission inspected the Tomb of the Unknown Soldier in the Arlington National Cemetery, which has just been

completed on the east side of the Arlington Amphitheater by the Office of the Quartermaster General, War Department. The Commission saw the completed Tomb, carried out according to the approved design and were greatly pleased with it. The massiveness of the Tomb of the Unknown Soldier and the approach provided for it makes the Tomb outstandingly distinctive among the monuments of the world. The Commission recognized the importance of constructing a roadway for direct connection with the Arlington Memorial Bridge.

The Commission adjourned at 5:40 p. m., to meet May 27 and 28, 1932. The Commission had as their guests at luncheon Mr. Trowbridge, Major Gillette, and Mr. Irving Payne.

C O P Y

April 28, 1932.

Dear Colonel Grant:

The Commission of Fine Arts, on April 26, 1932, considered again the question of the treatment of Columbia Island, the general plan of which, as prepared by the architects of the Memorial Bridge Commission, has been adopted by that Commission.

The particular subject under discussion was the planting of Columbia Island, and the discussion was based on a plan prepared by Mr. Payne from your office. Mr. James L. Greenleaf, Mr. William Mitchell Kendall took part in the discussion. As a result, the Commission of Fine Arts recommend that the original plan, showing a double row of trees around the circles and along the driveways leading thereto be strictly adhered to, and that these trees be planted not more than thirty-five feet apart. The Commission favor the use of oak trees.

The Commission further advise that as soon as possible a grading plan for the entire island be prepared with especial reference to the shore indentations and the general contour of the island, the object being to supplement the formal features of the design with informal, interesting park treatment. Consideration of the subordinate roads should be given in such study; also connections with Analostan Island and the parkway on the Virginia shore.

This Commission recognize the difficulties experienced by cutting off appropriations, and regard this delay as opportune inasmuch as it gives opportunity to fix definitely the principles to be followed in the development of Columbia Island, especially now that the Mount Vernon Highway has been constructed. The reconstruction of those portions of the Highway which are temporary and which conflict with the established plan should have early consideration, lest they be so fixed by time and use as to be difficult to change.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

Lieut. Col. U. S. Grant 3d,
Executive and Disbursing Officer,
Arlington Memorial Bridge Commission,
Washington, D. C.

EXHIBIT A

C O P Y

April 27, 1932.

Dear Mr. Milburn:

The Commission of Fine Arts, at their meeting on April 26, 1932, considered the sketches which you submitted for a Bus Terminal and business building on the present site of the Metropolitan Hotel, on the north side of Pennsylvania Avenue, between Sixth and Seventh Streets. The Commission approve the design in principle.

The Commission desire you to submit, at the next meeting of the Commission, a revised drawing showing the front restudied. The parapet of stone may be omitted and the front be of glass and metal. The revised plans will enable you to get additional light and certainly will involve no greater cost in construction.

For the Commission of Fine Arts:

Very respectfully, yours,

(Signed) Charles Moore,

Chairman.

Mr. T. Yancey Milburn, Architect,
1518 K Street, N. W.,
Washington, D. C.

EXHIBIT B

C O P Y

April 27, 1932.

Sir:

The Commission of Fine Arts, at their meeting on April 26, 1932, considered a further study for the Naval Hospital development. This included in particular a landscape plan, designed by Mr. Earle S. Draper, consulting landscape architect, for the treatment of the terraces sloping southward towards Constitution Avenue. In general the Commission approved the design.

The Commission as the result of the conference with the architects and the landscape architect, recommend that the height of the lowest wall which runs parallel to Constitution Avenue be increased from five feet to as much as fifteen feet. The Commission also recommend that ramps replace the steps shown in the plan. A further study embodying these suggestions may be submitted at the next meeting of the Commission. Such plan should include a restudy of the Twenty-third Street side. The Commission also request studies of the hillside as seen from the platform of the Lincoln Memorial and the Memorial Bridge.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

The Honorable
The Secretary of the Navy,
Washington, D. C.

EXHIBIT C

C O P Y

April 27, 1932.

Dear Mr. Simon:

The Commission of Fine Arts, on April 26, 1932, considered the sketch for a mural decoration in the court-room of the Federal Building at Miami, Florida.

It is understood that the canopy shown in the sketch is to be omitted. This would enable the artist to get a center for his decoration. The material to surround the picture should be specified.

The Commission thought that both in subject matter and in general treatment the sketch had sufficient merit to warrant the artist making a re-study based on the new conditions. This re-study should be drawn to scale and a plan of the room, also drawn to scale, should accompany it. Only so can a judgment be reached.

For the Commission of Fine Arts:

Very respectfully, yours,

(Signed) Charles Moore,

Chairman.

Mr. Louis A. Simon,
Office of Supervising Architect,
Treasury Department,
Washington, D. C.

EXHIBIT D

Copy

April 27, 1932.

Dear Mr. McClintock:

The Commission of Fine Arts, at their meeting on April 26, 1932, considered the landscape plan for the quadrangle of the American Red Cross grounds, submitted in your behalf by Mr. Noel Chamberlin, landscape architect, and the model for the Jane A. Delano Memorial by Dr. Lait McKenzie, sculptor. The Commission approve both the landscape plan and the model in general. As was pointed out a slight tapering of the memorial plaza southward would improve the design. It is understood that there is to be no stone wall along D Street, but that the grounds will be given a gradual terraced treatment towards D Street.

To strengthen the line of the main cross walk, the Commission suggest that yew hedges line both sides of this walk, set back possibly two feet from the edge of the walk, which areas should be planted with ground cover. This hedge should surround the entire cross-walk area and the space in front of the Memorial.

The Commission suggest that the material for the walks be flagstone rather than gravel. An interesting pattern may be obtained in the use of this material.

The figure of the symbolic Red Cross nurse seemed somewhat static. The question put forth whether it should be a five-foot figure in a niche or a seven to ten-foot figure without a niche is one that should be further studied by the sculptor in cooperation with the sculptor member of the Commission and a revised model submitted at the next meeting of the Commission.

For the Commission of Fine Arts:

Very respectfully, yours,
(Signed) Charles Moore,
Chairman.

Mr. James K. McClintock,
Vice Chairman,
American National Red Cross,
Washington, D. C.

EXHIBIT C

C O P Y

DR. R. TAIT MCKENZIE
2014 Pine Street,
Philadelphia, Pennsylvania.

April 27, 1932.

Dr. Charles Moore, Chairman,
The Commissi on of Fine Arts,
Interior Department Building,
Washington, D. C.

Dear Mr. Moore:

I trust I am right in believing that as a result of the meeting of the Fine Arts Commission yesterday, the central figure of the Delano Memorialwas approved, with the reservations that the headdress is to be restudied, and also the drapery. Second, that the scale of the figure is to be enlarged to about 6' 6". Third, that the niche is to be retained, and its proportions restudied so as to frame properly a figure of this size. Fourth, that the drawings of these suggested alterations are to be presented at the May meeting of the Commission, together with photographs of the restudied central figure.

I gathered also that the Commission were in favor of having the bronze of the central figure gilded.

If I am correct in this, will you please confirm, and I will proceed at once with Mr. Livingston to carry out these changes, so that the setting may be put in during the summer months, and the pla nting begun in the fall, as suggested by Mr. Chamberlin.

I was sorry I had no chance to speak to you yesterday, as a most interesting incident occurred recently in connection with our mutual friend, Robert Barr, which I know would have interested you. Perhaps the occasion will come when you are not so submerged with work as you were yesterday.

Yours very sincerely,
(Signed) R. Tait McKenzie

EXHIBIT E-1

C O P Y

April 28, 1932.

Dear Mr. MacDonald:

The Commission of Fine Arts at their meeting on April 26, 1932, considered the signs submitted by you for the guidance of traffic on the Mount Vernon Memorial Highway. The Commission considered them with Mr. R. E. Toms of your Bureau.

The Commission of Fine Arts approve the use of wooden signs along the Mount Vernon Memorial Highway; also the black letters on a white background; also the general design having a colonial flavor.

The Commission do not approve the use of a bronze medallion of the head of George Washington affixed to a wooden sign. If a good outline of Washington's profile can be made, and can be executed in a satisfactory manner as to both design and expense, then the Commission advise that such an ornament would add to the distinctiveness of the signs; otherwise the space should be left blank.

The number of distinct signs should be determined. The lettering for each class should be drawn out with a view, first, to legibility, and secondly, to the type of letter (which should correspond to the colonial shape of the sign) and the spacing of the letters themselves. The object is to secure an artistic design and to avoid the appearance of work of a country job printing office.

Inclosed are photographs of the tablet in the Army War College and the tablets in the Lincoln Memorial. A careful consideration of the style of letter and the spacing would guide in the preparation of the lettering for the Highway signs.

It is attention to details such as these which is necessary to preserve the great beauty of the Highway.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

Mr. Thomas H. MacDonald, Chief,
Bureau of Public Roads,
Department of Agriculture,
Washington, D. C.

EXHIBIT 3

C O P Y

April 28, 1932.

My dear Major Clarke:

I am sending to you herewith the map of Columbia Island with the suggestion that, as requested by the Commission in the meeting on April 26, you confer with Mr. James L. Greenleaf, consulting landscape architect member of the Arlington Memorial Bridge Commission, and submit your recommendations in a report at the next meeting of the Commission, to be held May 27 and 28.

I enclose also a blueprint of the planting for the grounds of the Freer Gallery of Art, together with a copy of a letter from the Curator, Mr. Lodge; and also a letter from Colonel Grant on the subject.

Very truly yours,

(Signed) H. P. Caemmerer,

Secretary.

Mr. Gilmore D. Clarke,
72 West Pondfield Road,
New York, N. Y.

EXHIBIT G

ALL COMMUNICATIONS TO
THE DIRECTOR
NAVY BUILDING
AND B STREETS NW.

PUBLIC BUILDINGS AND PUBLIC PARKS
OF THE NATIONAL CAPITAL

TO _____

WASHINGTON, D. C.

March 31, 1932.

Mr. Charles Moore, Chairman,
Commission of Fine Arts,
Interior Building,
Washington, D.C.

Subject: Inclosure about Freer Gallery.

My dear Mr. Moore:

On the suggestion contained in your letter of January 30, 1932, I have carefully gone over the past correspondence and the record of the action taken by the National Capital Park and Planning Commission in connection with the placing of an inclosure about the Freer Gallery.

As far as this office is concerned, I recognize the practical difficulty of protecting the Freer Gallery against annoyance and a certain amount of vandalism due to the entirely inadequate number of Park police. I am sure that what could be done has been done and that the Freer Gallery has been better protected than my own house for instance, since three windows of the latter have been broken in the last few years and children playing on the adjacent vacant lot are very much of a nuisance when the weather is good. The only point I am trying to make is that the protection of the Freer Gallery has been fully as effective, if not more so, than the protection it would have in any other part of the city.

It may be that some sort of hedge or similar restriction of access to the immediate vicinity of the building would give it greater privacy and very much reduce the cause of complaint. As Director of Public Buildings and Public Parks, I have no objection to make to such an arrangement, except that any elaborate planting could not be maintained by this office without my securing additional funds in some way or other. If the Freer Gallery has funds to pay the maintenance cost, I would be ready to put on additional personnel to be so paid, or to assign a certain amount of the ground to the Freer Gallery itself for custody and maintenance.

The National Capital Park and Planning Commission did not, as I read the record, object to a low hedge or other planting which would give a certain amount of privacy and seclusion; but it did object to construction of a high fence, as was proposed some years

ago. The Mall has always been treated as a large open park space, and even though not developed in the manner originally intended, it has been so treated in the past. The Commission believes that for one institution to preempt its exclusive use of a considerable section of the Mall and by a high fence cut off the public from it would be inconsistent with the L'Enfant Plan and the plan of 1901, and an incongruous intrusion on the Mall. I had hoped that Mr. Olmsted would be present at the last meeting of the Commission so that this could be taken up with him again in person, but he did not get here.

May we have a discussion of the whole question at the next meeting of the Commission of Fine Arts? In the meantime, could you find out whether the Freer Gallery would be ready to maintain any special planting done and whether it would be satisfied with a low hedge instead of the high fence previously recommended by Mr. Platt.

Yours very sincerely,

U. S. Grant 3d,
Director.

C O P Y

April 27, 1932.

Dear Mr. Lynn:

At your request, the Commission of Fine Arts, on April 26, 1932, considered the model of a lamp standard for the extension of the United States Capitol grounds. The Commission consider the finial too important and the aluminum post not well proportioned. They advise a re-study and re-submission.

The Commission were interested in the changes resulting from the improvement of this area and particularly on the appearance of the Capitol in relation thereto. Therefore, they advise that a very simple and dignified design for the light standards be adopted. Such a design, originally prepared by Mr. Frank Millet and afterwards modified by Mr. Henry Bacon in order to increase the power of the lighting, is in general use in Washington. The Commission suggest that this design be used as a basis.

For the Commission of Fine Arts:

Very respectfully, yours,

(Signed) Charles Moore,

Chairman.

Hon. David Lynn,
Architect of the Capitol,
Washington, D. C.

EXHIBIT H

C O P Y

April 27, 1932.

Dear Mr. Gove:

The Commission of Fine Arts at their meeting on April 26, 1932, considered your letter regarding the proposed Air Mail Flyers medal of honor, and respectfully report that should you so desire they will suggest to you the name of a medalist of established reputation whom they regard as especially capable of designing a medal to meet your requirements.

If, however, you find it necessary to hold a competition, they suggest that such competition take the form of the submission of photographs of executed medalic work by three or five medalists of high reputation. On the basis of these photographs a designer could be selected by this Commission and models prepared under the supervision of the Commission.

Such procedure is the one calculated to secure a result satisfactory to the Post Office Department. Because it enables the Department to secure the services of a competent medalist, who would not be able to spend the months necessary to make competition models, on the chance that he might be successful.

For the Commission of Fine Arts:

Very respectfully, yours,
(Signed) Charles Moore,
Chairman.

Hon. Chase C. Gove,
Acting Second Assistant
Postmaster General,
Washington, D. C.

EXHIBIT I

C O P Y

April 25, 1932.

My dear Mr. Smith:

The Commission of Fine Arts unanimously approve S. J. Res. 50, as passed by the United States Senate on February 24, 1932, "To authorize the Commissioners of the District of Columbia to close Upper Water Street between 22nd and 23rd Streets". The Commission have approved the plans and location for the building, as is shown in the accompanying Eleventh Report of the National Commission of Fine Arts, pages 61 and 62.

This building of the American Pharmaceutical Association, facing Constitution Avenue, has been especially designed and its location fixed upon as a portion of the frame of the Lincoln Memorial. All the buildings of this frame-work are of white marble and have spacious gardens in front of them. These requirements have been agreed to by the American Pharmaceutical Association, as they have also been for the Pan American Annex, the Public Health Service building, and the National Academy of Sciences.

The American Pharmaceutical Association proposes to begin building as soon as the legislation is enacted by Congress.

For the Commission of Fine Arts:

Very respectfully, yours,
(Signed) Charles Moore,
Chairman.

Hon. Howard W. Smith,
Chairman, Sub-Committee,
Committee on the District of Columbia,
House of Representatives,
Washington, D. C.

EXHIBIT J

72D CONGRESS } HOUSE OF REPRESENTATIVES { REPORT
1st Session } { No. 1207

CLOSING OF UPPER WATER STREET BETWEEN TWENTY-SECOND AND TWENTY-THIRD STREETS NW.

MAY 4, 1932.—Committed to the Committee of the Whole House and ordered to be printed

Mr. SMITH of Virginia, from the Committee on the District of Columbia, submitted the following

REPORT

[To accompany S. J. Res. 50]

The Committee on the District of Columbia, to whom was referred the joint resolution (S. J. Res. 50) to authorize the Commissioners of the District of Columbia to close upper Water Street between Twenty-second and Twenty-third Streets, having considered the same, reports back to the House with the recommendation that the bill do pass.

The committee quotes from the Senate committee report on the same bill, as follows:

The resolution provides for the closing of a remainder of old Water Street, between Twenty-second and Twenty-third Streets NW., in the vicinity of Lincoln Memorial. The street to be closed is but a block long, and has never been paved or developed.

A portion of the same street, extending easterly beyond Twenty-second Street, was closed by an act of Congress approved September 6, 1922, to permit proper development of the grounds surrounding the national headquarters building of the National Academy of Sciences.

A somewhat similar situation necessitates the passage of the present resolution. In the square directly west of the National Academy of Sciences Building, and facing on the unclosed portion of Water Street, the American Pharmaceutical Association has acquired a site for its proposed national headquarters building.

The American Pharmaceutical Association is an organization operated exclusively for scientific and educational purposes.

NECESSITY OF CLOSING STREET

In order to conform to the plans of the National Capital Park and Planning Commission and the National Commission of Fine Arts, the association agreed to construct its building so as to be in line with the National Academy of Sciences Building and the other proposed public buildings in the vicinity.

EXHIBIT J-1

Private Calendar No. 721

72D CONGRESS
1ST SESSION

S. J. RES. 50

[Report No. 1207]

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 27, 1932

Referred to the Committee on the District of Columbia

MAY 4, 1932

Committed to the Committee of the Whole House and ordered to be printed

JOINT RESOLUTION

To authorize the Commissioners of the District of Columbia to close upper Water Street between Twenty-second and Twenty-third Streets.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia are hereby authorized to close upper Water Street, between Twenty-second and Twenty-third Streets, northwest, lying north of Potomac Park and south of square 62: *Provided,* That the consent in writing of the owners of three-fourths of all private property on the south side of square 62 is first had and obtained; and upon the closing of said street between the limits named the Commissioners of the District

72D CONGRESS
1ST SESSION } S. J. RES. 50

[Report No. 1207]

JOINT RESOLUTION

To authorize the Commissioners of the District of Columbia to close upper Water Street between Twenty-second and Twenty-third Streets.

FEBRUARY 27, 1932
Referred to the Committee on the District of Columbia

MAY 4, 1932
Committed to the Committee of the Whole House and ordered to be printed